

**AMENDMENTS TO THE CLAIMS**

Please amend claims 1, 2, 9, 10, 16 and 19, cancel claims 4 and 21-25, and add claims 26-31, such that the status of the claims is as follows:

1. (Currently Amended) A head suspension assembly, comprising:
  - a beam component having a front end and a rear end;
  - a hinge component near the rear end of the beam component for connecting to an actuation ~~means~~ arm; and
  - a gimbal component near the front end of the main beam section for carrying a transducing head;wherein at least one of the hinge component and the gimbal component is made from a first structural damping material having ~~high stiffness and high damping capacity~~ a modulus of elasticity greater than approximately 10 gigapascals.
2. (Currently Amended) The head suspension assembly of claim 1, wherein the hinge component is made from the first structural damping material, and the gimbal is made from a second structural damping material having ~~high stiffness and high damping capacity~~ a modulus of elasticity greater than approximately 10 gigapascals.
3. (Original) The head suspension assembly of claim 2, wherein the first structural damping material and the second structural damping material are substantially identical in composition.
4. (Canceled)
5. (Original) The head suspension assembly of claim 1, wherein the hinge component applies a preload on the transducing head through the beam component.

6. (Original) The head suspension assembly of claim 1, wherein the entire hinge component is substantially made from the first structural damping material only.
7. (Original) The head suspension assembly of claim 1, wherein the entire gimbal component is substantially made from the first structural damping material only.
8. (Original) The head suspension assembly of claim 1, wherein the hinge component has no external structural damping material attached thereto.
9. (Currently Amended) The head suspension assembly of claim 1, wherein the structural damping material has a modulus of elasticity greater than approximately 30 gigapascals ~~( $4.35 \times 10^5$  psi)~~, and a damping capacity  $\zeta$  (Zeta) ~~greater than 0.02~~.
10. (Currently Amended) The head suspension assembly of claim 1, wherein the structural damping material has a modulus of elasticity greater than approximately 50 gigapascals ~~( $7.25 \times 10^6$  psi)~~, and a damping capacity  $\zeta$  (Zeta) ~~greater than 0.05~~.
11. (Original) The head suspension assembly of claim 1, wherein the structural damping material is an alloy.
12. (Original) The head suspension assembly of claim 1, wherein the structural damping material is a laminate comprising a stainless steel layer and a damping material layer.
13. (Original) The head suspension assembly of claim 1, wherein the at least one of the hinge component and the gimbal component is separately made and attached to the beam component.
14. (Original) The head suspension assembly of claim 13, wherein the at least one of the hinge component and the gimbal component is attached to the beam component through an adhesive.

15. (Original) The head suspension assembly of claim 13, wherein the at least one of the hinge component and the gimbal component is attached to the beam component by welding.

16. (Currently Amended) A head suspension assembly, comprising:  
a beam component having a front end and a rear end;  
a hinge component for connecting to an actuation means arm, wherein the hinge component comprises a first structural damping material having ~~high stiffness and high damping capacity~~ a modulus of elasticity greater than approximately 30 gigapascals, and the hinge component is separately made and attached to the rear end of the beam component; and  
a gimbal component near the front end of the beam component for connecting to a slider assembly carrying a transducer.

17. (Original) The head suspension assembly of claim 16, wherein the hinge component is substantially made from the first structural damping material only.

18. (Original) The head suspension assembly of claim 16, wherein the first structural damping material is an alloy.

19. (Currently Amended) The head suspension assembly of claim 16, wherein the gimbal component comprises a second structural damping material having ~~high stiffness and high damping capacity~~ a modulus of elasticity greater than approximately 10 gigapascals.

20. (Original) The head suspension assembly of claim 19, wherein the first structural damping material and the second structural damping material are substantially identical in composition.

21-25. (Canceled)

26. (New) The head suspension assembly of claim 1, wherein the structural damping

material is a composite.

27. (New) The head suspension assembly of claim 16, wherein the first structural damping material is a laminate comprising a stainless steel layer and a damping material layer.

28. (New) The head suspension assembly of claim 16, wherein the first structural damping material is a composite.

29. (New) The head suspension assembly of claim 19, wherein the second structural damping material is an alloy.

30. (New) The head suspension assembly of claim 19, wherein the second structural damping material is a laminate comprising a stainless steel layer and a damping material layer.

31. (New) The head suspension assembly of claim 19, wherein the second structural damping material is a composite.